

SANBAG Contract No. C09-125
by and between
San Bernardino County Transportation Authority
and
California Transportation Commission
for
South Archibald Ave. Grade Separation Project

FOR ACCOUNTING PURPOSES ONLY

<input type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID <u>CTC</u>	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment
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Notes:

Original Contract: \$ <u>0</u>	Previous Amendments Total: \$ _____
	Previous Amendments Contingency Total: \$ _____
Contingency Amount: \$ _____	Current Amendment: \$ _____
	Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
N/A	N/A	TCIF	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>12/3/08</u>	Contract Start: <u>12/3/08</u>	Contract End: <u>N/A</u>
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
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Is this consistent with the adopted budget? ☐ Yes ☐ No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐ Yes ☐ No



CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental
 ☐ Private
 ☐ Non-Local
 ☐ Local
 ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No ☐ Yes _____ %

Task Manager: Ty Schulling	Contract Manager: Philip Chu
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 Task Manager Signature	 Contract Manager Signature
Date	Date

_____ Chief Financial Officer Signature	_____ Date
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SANBAG Agreement No. C09125
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1 This Project Baseline Agreement (Agreement) for the South Archibald Ave Grade Separation, effective on December 3, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), and the City of Ontario (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1 Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the South Archibald Ave. Grade Separation, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1 To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2 To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3 To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4 To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5 The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

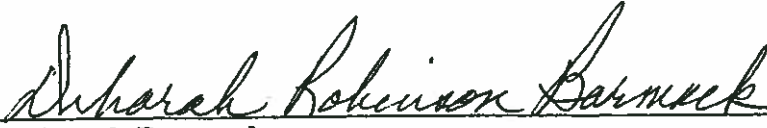
4.2 Project Scope


See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.


4.3 Project Scope

See Project Benefits Form, Attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

 12/4/08
DATE
Deborah Barmack
Executive Director
San Bernardino Associated Governments

 12/2/08
DATE
Gregory C. Devereaux
City Manager
City of Ontario

 1/16/09
DATE
Will Kempton
Director
California Department of Transportation

 2.5.09
DATE
John F. Barna, Jr.
Executive Director
California Transportation Commission

Approved as to Form by: DATE
Jean-Rene Basle
SANBAG County Counsel



Exhibit A 2008 Project Programming Request (Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 11/13/08	
Caltrans District:	EA	PPNO	MPO ID:	TCRP No:	
08			200804		
County:	Route/Corridor:	Project Sponsor/Lead Agency:		MPO:	Element:
SBD		City of Ontario		SCAG	MT
Project Title:					
South Archibald Ave Railroad Grade Separation at UP/Los Angeles					
PM/BK/PM/And:	Project Mgr/Contact:	Phone:	E-mail Address:		
	Tom Danna	909-395-2387	tdanna@ci.ontario.ca.us		
Location, Project Limits, Description, Scope of Work, Legislative Description:					
In the City of Ontario along Alameda Corridor East, on S Archibald Ave at UP/Los Angeles immediately north of Mission Blvd, construct grade separation (likely highway under rail).					
Component:	Implementing Agency:	AB 3090:	Letter of No Prejudice:		
PA&ED	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
PS&E	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
Right of Way	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
Construction	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
Legislative Districts:					
Assembly: 61			Senate: 32		
Congressional: 43					
Purpose and Need:					
South Archibald Ave is a north/south corridor south of Los Angeles/Ontario International Airport (ONT) running from SR-60 to ONT and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ NO. 50). It carries an estimated 10,400 vehicles per day (33,500 vpd by 2030), and heavy duty trucks are estimated to comprise 20 percent of daily traffic. Separating the railroad crossing from South Archibald Ave, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.					
Project Benefits:					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2 hours per day in 2030 and is estimated to reduce 113 daily vehicle hours of delay in 2030.					
Project Milestone:					Date:
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					07/01/08
Circulate Draft Environmental Document					Document Type: N/A
Draft Project Report					01/01/09
End Environmental Phase (PA&ED Milestone)					12/31/09
Begin Design (PS&E) Phase					01/01/10
End Design Phase (Ready to List for Advertisement Milestone)					06/30/11
Begin Right of Way Phase					01/01/10
End Right of Way Phase (Right of Way Certification Milestone)					06/30/12
Begin Construction Phase (Contract Award Milestone)					12/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/14
Begin Closeout Phase					01/01/15
End Closeout Phase (Closeout Report)					04/30/15



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 11/13/08

County	SBD	CT District	08	PPND	0	TCRF Project No.	0	EA	0
Project Title:	South Archibald Ave Railroad Grade Separation at UP/Los Angeles								

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&EO)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									Implementing Agency
E&P (PA&EO)	750	0	0	0	0	0	0	750	
PS&E	0	0	2,000	0	0	0	0	2,000	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	1,346	0	0	0	0	1,346	
CON	0	0	0	0	0	0	0	0	
TOTAL	750	0	3,346	0	0	0	0	4,406	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&EO)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&EO)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON						7,658		7,658	
TOTAL	0	0	0	0	0	7,658	0	7,658	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&EO)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&EO)								0	Developer Impact Fees
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			269					269	
CON						10,862		10,862	
TOTAL	0	0	269	0	0	10,862	0	11,131	

Existing Funding									Program Code
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&EO)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&EO)	750							750	San Bernardino County Measure I
PS&E			2,000					2,000	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			1,077					1,077	
CON						35,790		35,790	
TOTAL	750	0	3,077	0	0	35,790	0	39,617	

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: South Archibald Ave. Grade Separation

Project Category: Grade Separation project (rail)

Project Type: Removal of at grade crossing

Outputs: Removal of one at grade crossing

Outcomes:

Outcome

Safety Eliminate potential accidents with at grade crossings of rail lines
FRA accident data show 2 injury collisions in the past 10 years

Velocity Reduction of 15 existing daily vehicle hours
Reduction of 113 daily vehicle hours in 2030

Throughput Elimination of current gate down time of 1.3 hours per day
Elimination of gate down time of 2.1 hours per day in 2030

Reliability Eliminate emergency vehicle delay time up to 5 minutes

Congestion Reduction Eliminate current at grade vehicle queue rate of 162 vehicles per hour per lane
Eliminate at grade vehicle queue rate of 523 vehicles per hour per lane in 2030

Emissions Reduction Estimate emission reductions in tons per day
CO2- 0.06
NOx- 0.00005
PM2.5- 0.00001
ROG- 0.00002

CORRIDOR DELIVERY PLAN PROJECT DATA SHEET

Railroad Corridor: UPRR Los Angeles Line

Location: Archibald Avenue (between Jurupa Street and Mission Boulevard)
City of Ontario

Project Manager: City of Ontario

Project Definition:

- Replace the existing at-grade crossing with a roadway underpass under the existing tracks.

Project Schedule (begin – end):

- Design/Environmental: July 2008 – December 2010
- ROW: July 2009 – December 2010
- Construction: October 2011 – March 2014

Railroad Force Account Work:

<u>Activity</u>	<u>Duration</u>
Flagging	January 2012 – December 2013 (assume starts 3 months after construction begins and ends 3 months before construction ends)
Shoofly Construction and Cutover	April 2012 – August 2012
Return to Mainline; Remove Shoofly	December 2013

Project Sponsor's Estimated Cost of Railroad Force Account:

Flagging:	\$300,000
Track and Signal:	\$5,683,000 (Temporary crossing & protection)

Federal Funding Expected: No

Railroad Contribution in Project Sponsor's Funding Plan:

10% of eligible project costs, estimated by the Project Sponsor to be \$2,540,000;
actual contribution will be stated in the Construction and Maintenance Agreement